

Henderson, Sean

From: davidt@recipenginesvcs.com
Sent: Tuesday, September 24, 2019 12:30 PM
To: Purchasing
Subject: EXTERNAL: Bid Protest
Attachments: Orange Co. Bid Protest Doc 1 .pdf

Warning: This email originated from outside OCSO. Do not click links or open attachments unless you recognize the sender and are expecting the message.

To whom it may concern,

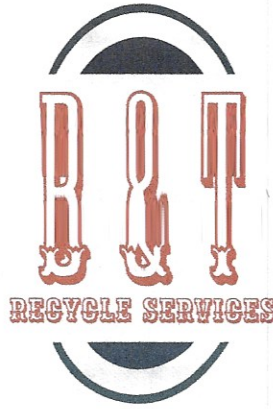
B&T Recycle Services with a DBA of Recip Engine Services has attached an Award protest statement for Central Generation Engine Overhauls at plant 1 & 2 (MP-275 &MP-276) . Specification No S-2019-1074DB.

Thank you for your kind attention to this matter.

Best regards,
David

David A. Tomes
Recip Engine Services
3027 W.2nd Street
Odessa, Texas 79763
432-559-9826





B & T RECYCLE SERVICES LLC

RECYCLE, DISMANTLING, SALVAGE

3027 West 2nd Street Odessa, TX 79763

Email: dtomes@btrecyclesvcs.com

David Tomes (432) 559-9826 Tommy Boicourt (432) 230-9231

Fax (432) 332-8648

Purchasing@ocsd.com

To Whom it may concern,

B&T Recycle Services (B&T) with a DBA or Recip Engine Services (RES) officially informs Orange County Sanitation that our Companies hereby provide an Award Protest Statement for Central Generation Engine Overhauls at plants 1&2 (MP-275 & MP-276) Specification No. S-2019-1074DB as follows:

Response to Contents and Requirements Section e.

- 1) B&T, RES was low bid on the project by the sum of \$728,636.20
- 2) B&T, RES was discriminated against by being a smaller NEW business.
- 3) B&T, RES although as a newer company providing engine overhaul services was discriminated against from our understanding with what was forwarded to B&T, RES from a third party Co. that since RES had not completed 3 Cooper LSV/LSVB overhauls as a company in the past 5 years therefore were eliminated from the bid process.
- 4) The staff that would be provided to Orange Co. has completed over 100 LS/LSV/LSVB engine overhauls as employees of different companies. RES hereby protests the fact the even though RES personal have completed the past 7 overhauls for Orange Co and over 100 total combined overhauls in our personnel's careers via manager and supervisors David Tomes and Bill Leishman that it is unfair although they were both employed by "other" companies at the time of the past engine overhauls it should not be held against them by the unfair practice of stating in Proposal Section B: Technical Proposal B. 1.2 " Contractor shall have three references for services cited as related experience at 3 separate agencies/companies on four stroke Cooper Bessemer LSVB 12 Cylinder and 16 Cylinder Spark Gas Combustion (SGC) engines in the last 5 years"
- 5) Understanding that there is a VERY limited amount of LSV/LSVB's still operation in the country and the frequency, How is a NEW business ever going to be able to complete with the large established corporations under the above mentioned specifications/Qualifications.
- 6) Bid Award should be based on overall experience of the persons on-site completions of overhauls and not on "Company Experience".
- 7) RES has 1000's of LSVB parts in stock and were bid at a lower cost overall providing Orange Co. with a large cost savings.



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- 8) The initial requirement of a Contractors State License to provide services to Orange Co. Then after B&T took the time, effort and expense to acquire the Contractors License , Orange Co. stated that having a Business License was no longer a requirement to bid this specific project.

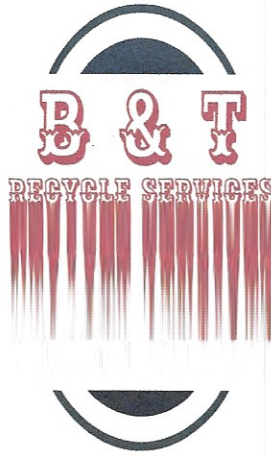
Desired Resolution:

B&T Recycle Services/Recip Engine Services be awarded the engine overhaul based on the following;

- 1) Personal Experience not "Company Experience"
- 2) Bid submitted was low bid by the sum of \$728,636.20 and therefore saving Orange Co. 100's of thousands of dollars.
- 3) There for not discriminating against new upstart companies. Based on years in business and not personnel experience.

Contents and Requirements

- a) B&T Recycle Services with a DBA of Recip Engine Services , Telephone number 432-559-9826 432-332-8638. David Tomes Manager owner.
- b) Central Generation Engine Overhauls at Plants 1&2 (MP-275 & MP-276) Specification Number (S-2019-1074BD).
- c) Award to company UPS Midstream although not low bid Based on "company experience" not personnel experience. Therefore discriminating against a new upstart company.
- d) B&T Recycle Services, Recip Engine Services
- e) See aforementioned statement(s) as stated previously in this letter.
- f) See attachment Section B.1.2 And attachment 5: Evaluation Criteria 5.1 Qualifications Experience & Staff. As described in Proposal Format ,Section B.1.
- g) UPS Midstream was not low bid. UPS to be required to have a California Contractors Business License.



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- h) B&T Recycle Services/Recip Engine Services requests that the bias requirement stated as such in Proposal Section B Technical Proposal B.1.2. Company Experience instead of personnel Experience be removed due to the fact it discriminates against new upstart companies although the new upstart company has the personnel with the most experience overhauling the LSV/LSVB engines including Orange Co. Sanitation engines both 12 and 16 cylinders.

Respectfully Submitted,

- i) David A Tomes
Owner/Manager
B&T Recycle Services
Recip Engine Services
3027 West 2nd Street
Odessa, Texas 79763
Cell: 432-559-9826
Office: 432-332-8639

4 PROPOSAL FORMAT AND CONTENT

Proposers must follow the format and numbering sequences outlined below and provide all information requested.

Submit two separate files. The first file shall include Proposal Sections A & B (Response File). The second file shall include Proposal Section C (Cost File).

Proposals shall be submitted, using either a PDF document or MS Word document. Please do not include any unnecessarily elaborate or promotional material.

Proposal Section A: Letter of Offer

The Letter of Offer shall be addressed to Jackie Lagade, Contracts, Purchasing & Materials Management and must, at a minimum, contain the following:

- A.1 Identification of Proposer, including legal name, address, telephone number, and email address.
- A.2 Proposed working relationship between Proposer and subcontractors, if applicable.
- A.3 Name, title, address and telephone number of contact person during period of proposal evaluation.
- A.4 A statement to the effect that the proposal shall remain valid for a period of not less than **180 calendar days** from the date of submittal.
- A.5 Signature and Title of a person authorized to bind Proposer to the terms of the proposal.

Proposal Section B: Technical Proposal

- B.1 Qualifications & Related Experience (PASS/FAIL) - This section of the proposal should establish the ability of Proposer to meet the minimum qualification requirements. All supporting documentation to demonstrate the firm's qualifications must be included in the proposal to receive a passing score.
 - B.1.1 Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.
 - B.1.2 Contractor shall have completed three (3) major rebuild/overhauls at three (3) separate agencies/companies on four stroke Cooper Bessemer LSVB 12 Cylindery and 16 Cylinder Spark Gas Combustion (SGC) Engines in the last five (5) years. Describe the work and highlight the participation in such work by key personnel.
 - B.1.3 Provide a minimum of three (3) references for the services cited as related experience, and furnish the name, title, address, email, and telephone number of the person(s) at the client organization who is most knowledgeable about the work performed.
 - B.1.4 Identify key personnel proposed to perform the work in the specified tasks and include major areas of subcontract work. Key Personnel must have minimum of three (3) years professional

work experience with rebuild/overhaul of Cooper Bessemer internal combustion engines.

- Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel demonstrating related experience.
- Include a statement that key personnel will be available to the extent proposed for the duration of the Scope of Work acknowledging that no person designated as "key" to the services requested herein shall be removed or replaced without the prior written concurrence of OCSD.

B.2 Proposed Staffing and Project Organization – This section of the proposal should establish the method that will be used by Proposer to manager the Scope of Work.

B.2.1 Include a project organization chart that clearly delineates communication/reporting relationships among the proposed staff.

B.2.2 Indicate adequacy of labor resources utilizing a table, projecting the labor-hour allocation to the Scope of Work by individual task.

B.2.3 Identify any subcontractors by company name, address and contact person. Identify their function within the project and Proposer's experience working with each subcontractor.

B.3 Work Plan - Proposer shall provide a narrative that addresses the Scope of Work and shows Proposer's understanding of OCSD's needs and requirements. Proposer shall:

B.3.1 Describe the approach to completing the tasks specified in the Scope of Work.

B.3.2 Outline sequentially the activities that would be undertaken in completing the tasks and specify who would perform them.

B.3.3 Identify methods that Proposer will use to ensure quality control as well as budget and schedule control for the Scope of Work.

B.3.4 For each engine at Plant 1 and Plant 2, Proposer shall submit a milestone schedule with identified tasks and tentative completion dates.

B.3.5 Proposer may also propose procedural or technical enhancements/innovations to the Scope of Work which do not materially deviate from the objectives or required content of this RFP.

Proposal Section C: Cost File – Submit Attachment B (Cost Proposal form) separately from your response file.

EVALUATION PROCEDURES

An Evaluation Committee comprised of OCSD staff will evaluate all proposals received as specified. The evaluators in applying the major criteria to the proposals may consider additional sub-criteria beyond those listed. During the evaluation period, OCSD may interview some or all the Proposers.

Proposals will first be evaluated for responsiveness which shall mean compliance with all the requirements set forth in this RFP. Those proposals deemed responsive will then move to the Evaluation Committee where they will be evaluated on a Pass/Fail basis based upon the criteria listed in Proposal Section "B". Those proposals that pass that round will then be evaluated on their Work Plan and Cost and scored based upon the weights listed in Section 5 of this RFP.

The Evaluation Committee may then provide Proposers with an opportunity to provide a "Best and Final Offer" (BAFO). The BAFO process represents an optional step in the evaluation process. BAFO may be useful when no single Proposal addresses all the specifications, when the costs submitted by all Proposers are too high, when two or more Proposers are virtually tied after the evaluation process, when all Proposers submitted responses that are unclear or deficient in one or more areas, or when there are two equally attractive proposals that are difficult to differentiate.

The final selection of a Contractor to perform the services requested herein shall be the firm, which in OCSD's opinion, is the most responsive and responsible; meets OCSD's requirements in providing this service and is the best value for OCSD. Best value is determined by scoring of proposals and determining which top scoring proposal will be of greatest overall benefit based upon quality, price and other elements considered for evaluation along with successful negotiation of all terms and conditions. The proposal of best value will then be recommended for award to OCSDs Board of Directors. OCSD maintains the sole and exclusive right to evaluate the merits of the proposals received.

5 **EVALUATION CRITERIA**

OCSD will evaluate the offers received based on the following criteria (in no particular order) including, but not limited to:

		Max Points (Weight)
5.1	<u>Qualifications, Experience & Staff</u> – As described in Proposal Format, Section B.1.	PASS/FAIL
5.2	<u>Proposed Staffing and Project Organization</u> – As described in Proposal Format Section B.2.	30%
5.3	<u>Work Plan</u> – As described in Proposal Format Section B.3.	40%
5.4	<u>Cost</u> – As described in Cost Proposal Form, Attachment B.	30%



3027 West 2nd Street
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Phone: 432-332-8638
Fax: (432) 332-8648

July 16, 2019

Proposal Section B: Technical Proposal

B.1.2

Projects and Personnel

Company Experience

Recip Engine Services is a company established in 2010 made of experienced leaders in the engine service, repair, overhaul and shop services business. The team leaders of (5) five have a combined 150 years' experience in the inspection, overhaul, reassembly of Cooper Bessemer Engines.

David Tomes Employed originally with Cooper Bessemer located in Mt. Vernon, Ohio as a senior mechanic involved in numerous engine overhauls including but not limited to: Cooper Bessemer, Superior, Nordberg 2 and 4 cycle engines.

Formally Manager of U.S. Operations, NRG Engine Services Provided detailed bids, supervised and provided detailed reporting for many LSV/B Cooper engines including but not limited to:

- **Paxton Creek Cogeneration.** Maintained and rebuilt (2) two LSVB-20-GDT Cooper Gen sets for 20 years, clean burned one engine (Cooper system), oversaw maintenance program, and supervised top and bottom ends of overhauls multiple times.
- **University of Illinois, Chicago.** Maintained and rebuilt (2) two LSVB-20-GDT Cooper Gen sets. Also bid projects, set up maintenance program, and supervised site's top and bottom ends of overhauls multiple times.
- **Trenton New Jersey Cogeneration.** Maintained and rebuilt (2) two LSVB-20-GDT Cooper Gen sets. As well as supervised and preformed routine maintenance, supervised on site's top and bottom end of overhauls multiple times, completed a crankshaft replacement including the removal of the engine base, replacing the foundation sole plates and complete realignment and rebuild of the engine and generator.
- **Orange County Sanitation plant.** Rebuilt (3) three LSVB-12-GDT and (4) four LSVB-16-GDT Cooper Clean Burn Gen sets. Also bid projects, and supervised site's top and bottom end of the overhauls on all engines.
- **Nassau Co. Bay Park and Cedar Creek plants.** (8) LSVB-12-GDC Cooper gen sets. Completed a crankshaft out top and bottom end overhaul, power cylinder heads, bided overhauls, supplied engine parts, as well contract maintenance tacks.
- **City Of New York.** He rebuilt (4) four ships LS-8-T and completed top and bottom ends of the overhauls on all (8) eight total Cooper engines.



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- **City of Zeeland, Michigan.** Rebuilt (1) one LSV-20-GDT and (1) one LSVB-16-GDT Cooper engines, completed top and bottom ends of the overhauls.
- **Cutler, Maine Navy Base.** Rebuilt (4) four LSV-16-T and completed top and bottom ends of all (4) four engine overhauls.
- **Shemya, Alaska (U.S. Government).** Removed (6) six LSV-16-T in six engines/gen sets. Received all new and used parts.
- **City of River falls Wisconsin.** Removed (2) two LSVB-20-GDT and (1) one LSVB-16-GDT on all (3) three engines/gen sets. Received all new are used parts.
- **Energy Transfer/Transwestern Gas Pipeline.** Rebuilt (65) to date LSV Spark Gas Heads, as well as supplied engine rebuilding parts.
- **Energy Transfer/Transwestern Gas Pipeline.** Complete upper and lower end overhaul on an LSV-16-S/G engine including but not limited to conversion of Cooper LSV caged heads to cageless heads, V-Block repair machined and installed stainless steel inserts at each one of the 16 head seating areas.
- **Boardwalk Pipeline Partners: Texas Gas Transmission, LLC & Gulf South Pipeline.** Rebuilt LSV, KVS & KVG power cylinder heads. We also supplied engine rebuilding parts.
- **Nassau Co. New York:** Completed an engine overhaul of (1) one LSV-12GDC, and crankshaft out, reconditioned 2 camshafts, top and bottom of the overhaul.

Many other overhauls, Power head, overhauls, complete engine rebuilds....

Overhauled 100's of LS/LSV/and LSVB Power cylinder heads...



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July 16, 2019

B.1.4

Key Members of the Recip Engine Services team

David Tomes formally of Cooper Energy Services, NRG Engine Services, Owner of Recip Engine Services. David has over 35 years of engine and compressor rebuild experience, Specializing in the Cooper Bessemer LSV/B engines. Manager of U.S operations, Manage, coordinate, and supervise Cooper engine overhauls, *including the OCSD LSVB-12 and 16-cylinder clean burn engines.*

Bill Leishman formally of Cooper Energy Services, Statoil Energy and NRG Engine Services Bill has Over 40 years of engine and compressor rebuild experience, Specializing in Cooper Bessemer LS/LSV and LSVB engines. Manage, Coordinate, and supervise Cooper Engine overhauls. *Including the OCSD LSVB-12 and 16-cylinder clean burn engines.*

Ron Morse Formally of Transwestern Gas Pipeline, Energy Transfer. Ron has over 37 years of engine and compressor rebuild experience, Cooper Bessemer LSV engines as well as Clark, Ingersoll-Rand, controls tech, and analytical skills, Manage, coordinate, and supervise Cooper Engine Overhauls.

Larry Trevino Formally of Compressor Professionals has 30 years of experience in the engine and compressor field services department. He has supervised engine and compressor overalls on Ajax, Ariel, Clark, Cooper-Bessemer, Ingersoll-Rand, Waukesha, and Worthington Engines and Compressors.

He completed top and bottom ends of overhauls, maintained routine maintenance of head and power component overhauls, etc.

Jack Westmoreland formally of Washington Iron Works, has over 35 years in the specialized field of engine crankshaft inspections, line bore, bottom end overhauls, field repairs, machine services, field and in shop services. Precision measurements.

He completed top and bottom ends of overhauls, maintained routine maintenance of head and power component overhauls, etc.

Enrique De La Torre formally of Rino K&K Enrique has over 18 years of in the engine and compressor rebuild experience, He has performed work on Cooper, Clark, D-R, I-R, Waukesha etc.

Antony Bustos and Josh Boicourt, a combined total of 16 years' experience.

Completed in shop engine and compressor overhauls, and installed Waukesha Gen sets for Energy Transfer.

Assisted in the removal of (6) six LSV-16-T engines located in Shemya, Alaska and (1) one LSVB-20-GDT removal for Texas State University, San Marcos Texas.

Mechanics on the overhaul top, bottom and crankshaft out of a LSVB-12-GDC clean burn engine located in Nassau Co. New York.



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July 16, 2019

Mechanics on the top and bottom end overhaul of a LSV-16-S/G Cooper engine, Located in Mountainair, New Mexico.

Inspect, qualify, recondition used parts for resale into the Engine and Compressor industry.

Prepare parts and set up and complete shipping...From quotes to Invoice.

The above stated personal WILL be available for the duration of the "Scope of Work" and no person designated as "Key" to the services requested herein shall be removed or replaced without the prior written concurrence of OCSD.

Note: David Tomes, Bill Leishman or both will be on site for the entire project.

Respectfully,

David A. Tomes
Owner/ Manager
432-559-9826
Recip Engine Services
3027 West 2nd Street
Odessa, Texas 79763



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July 26, 2019

Resumes

B.1.4

Recip Engine Services is pleased to provide the following resumes including the project managers, David Tomes and Bill Leishman.

Sincerely,

David A. Tomes
Owner/Manager
B&T Recycle Services
Recip Engine Services
3027 West 2nd Street
Odessa, Texas 79763
432-559-9826



PO Box 2752
Odessa, TX 79760

David A. Tomes

35 years of experience installing, overhauling, and troubleshooting all types of engines compressors. Including (~55) fifty-Five LS/LSV/LSVB engines. Has performed and supervised the inspection and overhaul of numerous engine types in operating facilities throughout the United States.

EXPERIENCE

2007 to
Present

RECIP ENGINE SERVICES

Owner/Manager – Manage, coordinate and supervise all Recip Engine Services (RES) purchasing, sales, locations, (Odessa TX & Pasadena TX) Oversees sales representatives, shop supervisors, shop employees overhaul supervisors and mechanics. Office workers, payables and receivables, profit and loss, safety training & services. Shop and equipment report, inventory, quote review, customer services. Reports & Marketing Efforts, etc.

2002 to
2007

NRG ENGINE SERVICES

Director/Manager, Engine Services

Manage, all aspects of NRG's Engine Services division, including but not limited To: marketing, field services, shop services, machine shop services, accounting, Office staff, parts sales and shipment, prepared detailed customer bid packages, final reporting on work performed; engines, generators.

- Manager of operations; Harrisburg Pa, Scott, La, and Odessa, Texas locations. Director of growth and expansion of all operations.

1997 to
2002

NRG THERMAL SERVICES INC.

Supervisor, Engine Services– Manage, coordinate, and supervise all NRG Thermal Services (Paxton Creek) overhauls, maintenance service activities, including complete responsibility for maintenance on Paxton Creek engines, customer site engine overhauls, and marketing efforts. Also prepares final reports for customers documenting engine condition and work performed.



PO Box 2752
Odessa, TX 79760

1986 to
1997

HARRISBURG STREAM WORKS/
PAXTON CREEK COGENERATION ASSOCIATES

Maintenance Supervisor – District stream plant and cogeneration facility, utilizing two Cooper® Model LSVB® engines. Supervisor of all plant and stream distribution system work, scheduling outages, overhauls, preventive maintenance work, safety programs; assuring compliance with Federal and State regulations, such as OSHA, Boiler & Pressure Vessel Codes, MSDS Compliance, Confined Space Entry.

1980 to
1986

COOPER INDUSTRIES

Over five years as ***a Field Service Technician and Mechanic/Representative,*** working on Cooper Bessemer® engine models LSVB®, LSV®, LS-6-T®, 10-V-250®, GMV®, W-330®, and LM Frames®; numerous engine and compressor units, including Cooper®, Worthington®, Ingersoll-Rand®, Penn Pump®, Superior®, and Nordberg®; and all related engine parts and auxiliary equipment.

EDUCATION & SPECIALIZED TRAINING

- Engine & Compressor Alignment
- Engine Power Balance, utilizing Enspect 1000® Analyzer
- Fuel Systems
- Troubleshooting
- 2 & 4 Cycle Engine Overhauls: heads, injectors, top-end overhauls, bearing, etc.
- Valve Overhaul: gate, globe, pressure reducing, butterfly.
- Industrial Tools: hand, torque wrenches, micrometers, dial indicators, honing equipment, fuel injection test equipment.
- Drafting



**PO Box 2752
Odessa, TX 79760**

- Supervisory: work planning, training, Preventive Maintenance programs, parts inventory, purchasing systems, follow-up reporting, and cost evaluations.



PO Box 2752
Odessa, TX 79760

William Leishman

39 years of experience installing, overhauling, and troubleshooting all types of engines compressors. Including (~50) fifty LS/LSV/LSVB engines. Has performed and supervised the inspection and overhaul of numerous engine types in operating facilities throughout the United States.

EXPERIENCE

2018 to
Present

RECIP ENGINE SERVICES

Senior Service Representative – Supervise Recip Engine services projects, technical advisor for Recip overhauls, projects, and troubleshooting.

2000 to
2016

NRG ENGINE SERVICES

Contract Service Representative

Providing senior advisory services for Cooper LSVB engines. Including the repair of failures of components, trouble shoot of engine and controls. Completed numerous complete overhauls of engines including the repair of Orange Co. Crankshaft.
Note: Completed (5) overhauls at the OCSO locations on their LSVB-12 and 16 Cylinder engines.

1984 to
1999

COOPER INDUSTRIES

Senior Service Representative

Manage, coordinate, and supervise Cooper Industries overhauls, maintenance Service Activities, including complete responsibility for maintenance on Cooper Industries engines And customer site engine overhauls, Provided service on Cooper Bessemer engine models LSVB, LSV, LS, V-250, GMV, W330, LM frames etc. Responsible to oversee all aspects Of over 12 New LSVB units, from project start to engine start up, commission of the same. Upgraded engines with the Cooper Clean burn system.



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1994 COOPER INDUSTRIES

Service Manager – Responsible for technical and administrative coordination of Cooper Industries field services Eastern region crews, overseeing Service Representatives and mechanics Working on customer locations.

1980-1984 COOPER INDUSTRIES

Field Service Technician and Mechanic/Representative

Working on Cooper Bessemer engines and compressors, and all related engines parts and auxiliary equipment.

EDUCATION & SPECIALIZED TRAINING

- Engine & Compressor Alignment
- Engine Power Balance, utilizing Enspec 1000® Analyzer
- Fuel Systems
- Troubleshooting
- 2 & 4 Cycle Engine Overhauls: heads, injectors, top-end overhauls, bearing, etc.
- Valve Overhaul: gate, globe, pressure reducing, butterfly.
- Industrial Tools: hand, torque wrenches, micrometers, dial indicators, honing equipment, fuel injection test equipment.
- Drafting
- Supervisory: work planning, training, Preventive Maintenance programs, parts inventory, purchasing systems, follow-up reporting, and cost evaluations.